



PART NINE.

Art Work

- OF -

CITY OF KALAMAZOO. 



Published in Twelve Parts.



THE W. H. PARISH PUBLISHING CO.

1894.





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STANDARD WHEEL WORKS.



FRANK STREET SCHOOL.

41



NORTHWEST CORNER OF MAIN AND WEST STREETS.



ST. LUKE'S CHURCH.



NORTH WEST STREET SCHOOL.

6.



MASONIC TEMPLE.

7.
tion, devoted to the care and education of orphan and abandoned children; the "Industrial School" for poor children, and the "Bethesda Home," for unfortunate women. All these establishments are well cared for by the city or by generous private contribution, are wisely managed, and are thoroughly serving the purposes of their organization. It should not be forgotten in this connection that Kalamazoo has the advantage of immediate proximity and access to the Michigan Asylum for the insane, a great State institution, located just outside of her borders.

PLACES OF AMUSEMENT AND SUMMER RESORTS.

It is natural that a population like that of Kalamazoo should demand the best in the way of theatre accomodations and places of amusement. The elegant Academy of Music and the Grand Opera House serve them well in this respect. Situated almost exactly midway between Detroit and Chicago, a natural rest between the two cities, Kalamazoo secures every great theatrical attraction on the road. It is the same, too, in reference to the great lectures and shows.

For outside pleasure, for country excursions and picnics, Kalamazoo is well supplied by the attraction of its many beautiful surrounding lakes and by a number of well equipped and well patronized summer resorts. Two of these are located near the city and directly accessible by rail. Long Lake, about eight miles south of the city on the G. R. & I. R. R., has been for years a noted place of this character, attracting great crowds from the city during the summer season. The new resort, "Lake View," two miles to the southwest, just outside the city, at what was formerly called "Woods Lake," has sprung into great prominence since the introduction of the electric street railway system, the company having bought and improved the ground and extended its line to that point, over which it carries thousand of passengers almost every day throughout the summer.

There are three or four resorts on the banks of Gull Lake, already mentioned, twelve miles northeast of the city, which are very popular and attract many visitors, and around the beautiful wooded shores of this noble sheet of water are found a long array of fine and handsome summer cottages, occupied largely by the citizens of Marshall and Battle Creek, and points to the eastward, as the railroad connections are better in that direction. But many citizens of Kalamazoo have cottages there also, and hundreds more are in the habit of making frequent drives to the lake over the fine roads and through the pleasant and well improved country district.

PUBLIC IMPROVEMENTS.

Having now glanced at some of the higher things in the life and history of Kalamazoo—her institutions of education, of religion, of charity, of art, and amusement, let us now turn to some of the solid, material works and improvements, without which these higher things could have no adequate foundation.

An abundant supply of pure water for drinking and culinary purposes, is a prime necessity in the life of the modern city. Such a supply of the very purest and clearest Kalamazoo has in the Holly system of water works, established, as before stated, in 1869. This system now embraces thirty-five miles of main pipe and has cost over half a million of dollars. From two great wells, sunk deep in the earth, and with all necessary machinery, the purest spring water is thrown with every pulsation of the four powerful engines into almost every street and home in the city. The combined capacity of these wells is from four to six million gallons. The four engines combined, have a capacity of 9,000,000 gallons, and with such a Fire Department as Kalamazoo has, damage by fire is at a minimum and a great fire is next to an impossibility. The city uses of this water two and a half million gallons per day, at cost of about \$10,500 a year.

Next in importance to the water works, and a prime factor in the city's health is the sewage system. This great improvement, as before stated, was adopted in 1880, the city choosing what is denominated the "Separate" system, then comparatively new. It has justified the selection and works well. There are now about twenty miles of main and lateral sewers in the city, and the whole cost has been about \$90,000. The system is being rapidly extended to embrace the whole city, over two miles of main pipe being laid every year. The cost of connection with these main pipes, laid by the city, is \$22.00 for each lot, and is provided for by a special tax at the time of construction.

Kalamazoo scarcely needs pavements, such is the lay of the land and the character of the soil, but she has them on all her business streets, and on a number of her principal avenues and boulevards.

There are now between three and four miles of paved streets, costing over \$100,000. and they are being extended as fast as demanded by the needs of traffic or driveways.

ELECTRIC LIGHTS AND STREET RAILWAY.

The streets of Kalamazoo are well lighted by electricity. The first electric plant was put in about ten years ago and as its contract has recently expired, the city now proposes to do its own lighting, deeming it a saving of expense.

The city is also served with a very complete and well appointed Electric Street Railway system, on the trolly plan, which now runs about fifteen miles of lines. This company has been in operation two years and succeeded the old horsecar service which was put in ten years ago. So far as street lighting and street-car service go, Kalamazoo is not excelled in completeness of equipment and perfection of service by any city in the land, large or small.

RAILROADS AND HOTELS.

The railroad facilities of Kalamazoo are among the best. She is served by five railroads: two great trunk lines passing through from east to west, and more from north to south, while still two other